

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "POWAN," 2,338 tons Captain W. A. Valentine.
 "FATSHAN," 2,260 " " R. D. Thomas.
 "HANKOW," 3,073 " " C. V. Lloyd.
 "KINSHAN," 1,995 " " J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 9 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted). These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HONAM," 2,363 tons Captain H. D. Jones.

Departures from Hongkong to Macao on week days at 2 P.M. On Sundays at Noon. Departures from Macao to Hongkong daily at 7:30 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,119 tons Captain T. Hamlin.
 Service temporarily suspended.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons Captain J. Willox.
 "NANNING," 569 " " C. Buichart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M. and the other leaves Wuchow for Canton on the same days at 8:30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

Hôtel Massillon, (First Floor) opposite the Hongkong Hotel,

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 27th September, 1906.

JAVA-CHINA-JAPAN LINE.
REGULAR THREE-WEEKLY SERVICE
BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIBODAS	JAVA	First half October	JAPAN VIA SHANGHAI	Second half October
TJIPANAS	JAPAN	Second half October	JAVA PORTS	Second half October
TJILIWONG	JAPAN	First half November	JAVA PORTS	First half November
TJIMAH	JAVA	First half November	JAPAN VIA SHANGHAI	Second half November
TJILATJAP	JAPAN	Second half November	JAVA PORTS	Second half November

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY

OF THE JAVA-CHINA-JAPAN LINE.

Telephone No. 375,
YORK BUILDINGS, 1st Floor.
Hongkong, 29th September, 1906.

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-KONGMOON AND KAUKONG LINES.

S.S. "TAK HING."

SAILS every SUNDAY, TUESDAY, and THURSDAY, at 7 P.M., for the above Ports. THE ROUND TRIP OCCUPIES ONLY 36 HOURS.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 5 DAYS.

THE steamers sail from HONGKONG to SAMSHUI, SHUIHING, TAKHING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip \$30

These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity. For further information, apply to—

BUTTERFIELD & SWIRE.

AGENTS,
WEST RIVER BRITISH S.S. CO.
HONGKONG.

Hongkong, 23rd December, 1905.

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
3, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON, CALCUTTA, SHANGHAI,
51, John Street, Bedford Row, W.C. 59, Bentinck Street 566, Nanking Road.
Hongkong, 27th November, 1905.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;
 PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;

ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.
 Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS. SAILING DATES.
 GNEISENAU WEDNESDAY, 10th October.
 PRINZ LUDWIG WEDNESDAY, 24th October.
 PRINZESS ALICE WEDNESDAY, 7th November.
 ROON WEDNESDAY, 21st November.
 BURLOW WEDNESDAY, 5th December.
 PRINZ REGENT LUITPOLD WEDNESDAY, 19th December.
 PRINZ BITEL FRIEDRICH WEDNESDAY, 2nd January, 1907.
 SEYDLITZ WEDNESDAY, 16th January.
 PRINZ HEINRICH WEDNESDAY, 30th January.
 GNEISENAU WEDNESDAY, 13th February.
 PRINZ LUDWIG WEDNESDAY, 27th February.

ON WEDNESDAY, the 10th day of October, 1906, at Noon, the Steamship GNEISENAU, Captain Grosch, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 8th October, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 9th October, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 9th October.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG.

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR	£61. 0. 0.	£42. 0. 0.	£22. 0. 0.
Return	91. 0. 0.	63. 0. 0.	33. 0. 0.
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65. 0. 0.	44. 0. 0.	24. 0. 0.
Return	97. 0. 0.	66. 0. 0.	36. 0. 0.
TO NEW YORK VIA SUZ:			
VIA NAPLES, GENOA OR GIBRALTAR	64. 0. 0.	44. 0. 0.	26. 0. 0.
Return	115. 0. 0.	79. 0. 0.	47. 0. 0.
VIA BREMEN OR SOUTHAMPTON	68. 0. 0.	46. 0. 0.	27. 0. 0.
Return	123. 0. 0.	83. 0. 0.	49. 0. 0.

* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltair and travelling to Bremen or Southampton overland THE SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE to CALCUTTA, instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamer from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE,
VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

STEAMERS. TONS. SAILING DATES.
 SANDAKAN TUESDAY, 16th October.
 WILLEHAD TUESDAY, 13th November.

ON TUESDAY, the 16th day of October, 1906, at Noon, the Steamship SANDAKAN, Captain with Mails, Passengers and Cargo, will leave this port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class	1st Class	2nd Class
TO MANILA	\$50.00	\$30.00	\$20.00	Return \$80.00	\$50.00
TO NEW GUINEA	£38. 10	£18. 10	£14. 00	Return £42. 00	£27. 15
TO BRISBANE	£30. 00	£20. 00	£14. 00	Return £34. 00	£26. 00
TO SYDNEY	£31. 00	£23. 00	£15. 00	Return £39. 10	£27. 10
TO MELBOURNE	£34. 10	£24. 10	£16. 00	Return £42. 5	£28. 5
TO YOKOHAMA	\$80.00	\$60.00	\$40.00	Return \$120.00	\$120.00
TO KOBE	\$95.00	\$70.00	\$50.00	Return \$170.00	\$120.00
TO YOKOHAMA & back from KOBE to HONGKONG	\$140.00	\$100.00			

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer £97. 0. 0.
 TO EUROPE VIA AUSTRALIA AND AMERICA 96. 0. 0.
 From Australia to New York via Vancouver by the C. P. R. Co's steamers, or via San Francisco by the O. S. S. Co's Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR STEAMERS ABOUT
 HANGHAI, NAGASAKI, PRINZESS ALICE WEDNESDAY, 10th October.
 KOBE & YOKOHAMA
 SHANGHAI, NAGASAKI, ROON WEDNESDAY, 24th October.
 KOBE & YOKOHAMA
 YOKOHAMA & KOBE WEDNESDAY, 24th October.
 * Reaching Yokohama, in less than 6 days.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG.

VIA VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co's steamers, or M. S. S. Co., O. & O. S. S. Co., T. K. K. and from NEW YORK TO EUROPE by the magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH OR SOUTHAMPTON	£63. 0. 0.
TO BREMEN	65. 10. 0.
TO PARIS VIA CHERBOURG	65. 2. 0.
TO NAPLES, GENOA VIA GIBRALTAR	65. 0. 0.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

Hongkong, 28th September, 1906.

MELCHERS & CO.,
AGENTS.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 378, 508, or 681

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Liebers, Scotts, A. I., and Watkins.

Yokohama, May 23rd, 1905.

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F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS,
AND GENERAL COMMISSION AGENTS.

GROUND FLOOR,

ST. GEORGE'S BUILDING,

HONGKONG,

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTEN'S GENUINE

COMPOSITION RED HART

BRAND, HARTMANN'S GREY PATENT

DAIMLER'S PATENT MOTOR

LAUNCHES,

&c. &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM

and

P. & O. SPECIAL LIQUOR SCOTCH

WHISKY, &c.

EVERY KIND OF

SHIPS STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 7th March, 1905.

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.

司公隆國李

CABINET-MAKERS AND ART DECORATORS,

from Shanghai, has re-opened their

FURNITURE STORE

at

No. 35, DES VOUX ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE

of every description can be made to

order in any design required.

Have been patronised by the Hongkong Club,

Hongkong Hotel, Telegraph Co., Messrs. A.

S. Watson & Co., Ltd., Firms and other leading

Establishments in the Colony, to whom refer-

ence may be made as to the Superior Work-

manship and Materials of the Furniture, &c.,

supplied.

Messrs. A. S. Watson & Co., Ltd. write as

follows:

"We have pleasure in stating that Mr. LI

KWONG LOONG furnished the Annex to

our Dispensary and gave us every satis-

faction."

(Sd.) A. S. Watson & Co., Ltd.

ORDERS punctually attended to, and

CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 1st March, 1906.

THE HONGKONG

STUDIO.

HIGHER CLASS PHOTOGRAPHER,

41 & 43, QUEEN'S ROAD CENTRAL,

TOP FLOOR,

PORTRAITS, GROUPS and ENLAR-

GING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS

ON HAND.

PRICE VERY MODERATE.

Hongkong, 10th September, 1905.

NIKKO CO.

WHOLESALE AND RETAIL-DEALERS,

in all kinds of

JAPANESE FINE ART CURIOS, TEA

SETS, and SATSUMA WARE.

At Moderate Prices.

Orders Promptly Executed.

No. 5, ARSENAL STREET

Hongkong, 28th April, 1906.

THE TRADE MARKS ORDINANCE,

1898.

APPLICATION FOR REGISTRATION OF

TRADE MARK.

NOTICE is hereby given that AFRICAN CIGARETTE COMPANY, LIMITED, Registered Office, Cecil Chambers, 85, Strand, London W.C., England, Tobacco Manufacturers, has on the 10th day of June, 1906, applied for the Registration, in Hongkong, in the Register of Trade Marks, of the following Trade Mark—



in the name of AFRICAN CIGARETTE COMPANY, LIMITED, who claim to be the sole proprietors thereof.

The Trade Mark is intended to be used by the applicants forthwith in respect of the following goods—

MANUFACTURED TOBACCO, IN CLASS 45.

Dated the 2nd day of August, 1906.

DENNYS & BOWLEY,

Intimation.



"STILL LEADING."
WATSON'S
E
LIQUEUR
SCOTCH
WHISKY.

\$15 per case.

A. S. WATSON & CO.
LIMITED.

WINE AND SPIRIT MERCHANTS.
ESTABLISHED A.D. 1844.
Hongkong, 28th September, 1906.

NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.
Ordinary business communications should be addressed to The Manager.
The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).
DAILY—\$30 per annum.
WEEKLY—\$13 per annum.
The rates per quarter and per annum, proportionally. The daily issue is delivered free when the address is accessible to messengers. (On copies sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 30 cents per quarter.
Single Copies, Daily, ten cents; Weekly, twenty-five cents.

BIRTH.

On September 26, at Shanghai, the wife of H. VAN DER VEEN, of a son.

MARRIAGES.

On September 10, at Chelsea, EDWARD FERIS WILKS, M.B., C.M., of the London Mission, Teao Shih, near Hankow, to AMY LOUISE, widow of the late Rev. F. J. Shipway formerly of the Baptist Mission, Teao Shih, Shanghai.
On September 25, at Shanghai, MILDRED MAY ACKERMAN, of Canton, Cardiff, England, to JOHN GEORGE MACFARLANE, of Sunderland, County Durham, England.

The Hongkong Telegraph
HONGKONG, TUESDAY, OCTOBER 2, 1906.

THE LATE CAPTAIN BARNES LAWRENCE, R.N.

And still the tale of the typhoon's victims is not told, for, as will be seen by the announcement in another column, there is yet another victim to be added to the list of those who have lost their lives as a result of that storm's ravages. We speak of the Hon. Captain Barnes-Lawrence, R.N., who, for the past three years has been our respected and highly-esteemed Harbour Master, and than whom we venture to say, a better or more efficient officer has never filled that onerous position. With all the multifarious business, and the ramifications of his department, visitors and callers found him, at all times, ever the same genial, courteous gentleman, ready to listen to reports, to hear complaints, to attend to suggestions, and to give advice upon all matters pertaining to mercantile marine affairs, whether the giving of such advice came within his province or not. In all such matters he was most approachable, and no one seeking his advice or assistance was

ever "sent empty away." As a Harbour Master he lent a ready ear to all suggestions, and considered them and their practicability, being never above accepting a hint, even from the layman and outsider, if it tended to benefit harbour conditions; and many an improvement in the mooring accommodation, the lighting at night, the new piers, are due to his foresight, and thought for the benefit of the mariners frequenting this harbour, as well as of the port itself. He never lost sight of the fact that the port of Hongkong was the first port in point of tonnage, in the British Empire, and that he was the Harbour Master of that port, and he recognized that it behooved him to maintain the traditions of the harbour over which he, in a manner of speaking, ruled. And it was in the strenuous exercise of his multifarious duties—some, even, self-imposed duties—that he contracted the illness that proved his undoing, and removed from our midst one of our ablest and most popular officials. His motto appeared ever to be "ask not another to do that which you can do yourself," and so it was that, after that dire and dreadful typhoon of the 18th September, desiring to make up his reports, and gather all the data possible from his own personal observation, and although he was even then in but indifferent health, he made a complete tour of inspection of the harbour proper, viewing the wrecks, making inquiries here and there, and gathering all the facts as they could be gathered. But, unfortunately, the Colony was not free of typhoons, and Capt. Barnes-Lawrence caught a bad chill, upon which dysentery supervened, and although he stuck to his desk and to his duties, with all the hardihood of a naval-trained officer, he was at length forced to admit himself beaten, and nine days ago it was announced, that the Harbour Master was indisposed, and unable to attend the office for a day or two. And that was the beginning of the end.

Daily inquiries were made at the Harbour Office, and by telephonic at his residence, and daily they became, to his friends, more disheartening though no one dreamt of a fatal termination of his illness then, so that when it was announced this afternoon that the Hon. Capt. Barnes-Lawrence had passed quietly away at 1.50 p.m. today it came as a great shock, and on all sides expressions of the greatest regret were heard. He was a friend to all, and everyone who knew him, in business or in social life, felt himself at once his friend. As a marine magistrate he appeared to be admirably—aye and more than admirably—fitted for the position, with all its heavy responsibilities, and many a mariner, this day afloat on many seas, has to thank him for the salvation of his position, and the saving of him from doing foolish things, which would have left him, to become stranded, a loafer and beach-comber in this Colony, but for the good advice of their friend the Harbour Master. Many a one will remember how, when called upon to try sailors for various breaches of the Mercantile Marine Laws, he would call them into his private office, and there talk to them—not as Magistrate to accused—but as man to man, and only when they persisted in their refusal to return to duty, would he put them on their trial in open Court. Captain Barnes-Lawrence had seen much service before he retired from the navy, having been in the punitive expedition up the Gambia River in 1876; on the Somali Coast, with the naval expedition in the Kafir War, throughout the Egyptian Campaign of 1882, his services being also lent to China. His last post, before transfer to Hongkong, was that of Captain of the Port at Gibraltar. A good, true, and honourable gentleman has gone from amongst us, and many will mourn his loss. To his bereaved wife and family the greatest sympathy will be extended in this their hour of sorrow.

LOCAL AND GENERAL.

OWING to pressure on our space this evening we regret that the report of our representative's visit to the s.s. *Habiburg* is unavoidably held over till to-morrow.

THE General Post Office informs us, that 6 bags and 2 packets were received to-day in a damaged condition from s.s. *Akashi Maru* which went ashore in the vicinity of Amoy.

THE Chinese Engineering at Mining Co.'s total output of the Company's three mines for the week ending September 15 amounted to 19,487.93 tons, and the total sales during the same period to 19,797.62 tons.

A RUMOUR was in circulation at police headquarters to-day to the effect that three more European policemen are about to leave the force. They have tendered their resignations, which, we hear, have been approved of. "If it goes on at this rate," commented an officer to-day, "there wouldn't be many white men left in the Force."

A CORRESPONDENT writes to say that it is no wonder the gaslight lately has been so dim, when there is apparently a leak in one of the main pipes somewhere between the Chartered Bank of India, Ltd., and the Connaught Hotel. The air there for the last few days has been strong with the smell of escaping gas. Who'll be called upon to pay for it? he asks, and we can only refer him, for an answer, to the Gas Company.

WE picked it up in the street "was the only excuse four Indian soldiers of the 129th Battalion could give Mr. H. H. J. Gompertz, at the Police Court this morning, when they were charged with being in unlawful possession of a quantity of yarn. The excuse was not at all satisfactory and his Worship asked them to pay a fine of \$25 each.

WE learn that the Cowie Harbour Coal Company is in receipt of a telegram from North Borneo, stating that an exhaustive trial of the coal has been made on the local steamer *Mauwong*, of the Indo-China S.N. Company, and the North German Lloyd steamer to Singapore. The result is telegraphed as most satisfactory.—*L. & C. Express.*

AT the instance of Inspector Withers, Yem Kee, a stall-holder in the Wanchai Market, Sze Hop, a shopkeeper, of No. 5, West Street, and Lui Cheong Tai, the master of a shop at No. 35, Queen's Road Central, were summoned before Mr. F. A. Hazeland, at the Police Court this morning, for being in possession of false scales. The defendants did not know that their scales did not come up to the standard weight. His Worship fined them \$100 each.

A RUMOUR—probably only a "Bunder"—was rife in the Settlement last week to the effect that trouble is brewing in the shape of a riot, which is to take place on 4th October next. The excuse for it is to be the tramway, but in reality the price of rice is the cause. Why the 4th should be the date selected we do not quite know, but if attempt is made to tear up the tramways the natives will find some hard work before them.—*Shanghai Times.*

A SOERABAYA despatch of 22nd ult., to the *Strait Times*, says:—After a heavy bombardment, Den Pasar, the capital town of Badong, in the island of Bali, has been captured by the Dutch troops. The Raja of Badong stabbed himself to death, and some hundreds of his family lost their lives during the sack of the town. Very tragic scenes are reported. The Dutch casualties number 4 dead and a dozen wounded. The resistance offered by the rebels is probably broken.

WE (*Shanghai Times*) understand that the monopoly which the Shanghai Ice Co., Ltd., have held so long is soon to be a thing of the past. A new company, the Oriental Ice Company, Ltd., has been privately floated and the newest and most up to date machinery ordered which is to make clear hard ice, far superior to anything yet seen on this market, and which the promoters expect to be able to offer by next spring at a considerable reduction on prices hitherto prevailing.

MR. Chan To Chai has resigned his post as president of directors of the Mercantile Administration of the Kwangtung section of the Yuet-han Railway Co., Ltd., on the ground that he has done his best to get the shares duly taken up and the first call has been already fully paid up. Moreover, Mr. Chan alleges, as further grounds for his resignation, his old age and his private affairs. He has given his co-directors two months' time within which to choose another man to fill the vacant chairmanship.

A JAPANESE fireman on board the steamer *Chinkai Maru* was arraigned before Mr. H. H. J. Gompertz, by Inspector Gourlay, at the Police Court this morning, charged with behaving in a noisy and disorderly manner in Queen's Road East, during the small hours of this morning, and also with damaging property. The defendant was flinging stones about the street, and when approached by a policeman and told to quit the Jap hurled a good-sized missile at the policeman's head. Instead of colliding with the officer's cranium, the stone sailed through a glass window of a shop, doing \$3 worth of damage. He was then arrested. He admitted the charge, and his Worship fined him \$134.90, which included compensation to the shopkeeper.

CRICKET.

THE typhoon having prevented play in the Club v. Navy match on Saturday last, the season will be opened on Saturday next, October 6th, when the following team representing the Club will meet "All Comers" play commencing at 2 p.m. sharp. 1. Hon. Mr. T. Sercombe Smith, 2. Major S. H. Pedley, R.W.K. 3. Capt. C. Bruce, R.W.K. 4. Mr. Harry Hancock, 5. Mr. Francis Maitland, 6. Mr. W. A. Powell, 7. Mr. A. Mackenzie, 8. Major A. A. Chichester, P.A.A.G., 9. Mr. R. A. B. Ponsonby, 10. Mr. Walter Daniel, and 11. Mr. E. A. Fowler.

Members desiring to be included in the "All Comers" should note down their names in the match book in the Pavilion to make sure of a place.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—On the 1st at 5.50 p.m.—Orders issued to hoist the Red Drum (typhoon E. of the Colony beyond 300 miles).

At 6.15 p.m.—The typhoon is in Central Formosa and moving West-Northwest.

On the 2nd at 10.15 a.m.—Signal lowered.

At 11.20 a.m.—The barometer has fallen rapidly at the Formosa Channel stations, and on the E. Coast of China.

The typhoon has recurred, and is now in the N. part of the Formosa Channel. It will probably move to the N.E. ultimately.

The weather will improve in the Formosa Channel, but continue bad over the Eastern Sea.

FORECAST.

1.—Hongkong and neighbourhood, N.W. winds, moderate; fine.
2.—Formosa Channel, cyclonic winds, decreasing.
3.—South coast of China between Hongkong and Lamoucks, N.W. to W. winds, fresh.
4.—South coast of China between Hongkong and Hainan, same as No. 1.

THE TYPHOON.

THE ADMIRAL'S SYMPATHETIC MESSAGE.

THE GOVERNOR'S REPLY.

His Excellency the Governor has received the following telegram from the Commander-in-Chief, China Station:—

"Just received details typhoon. Squadron offers sincere sympathy to Colony."

"ADMIRAL MOORE."

To which His Excellency has replied:—

"On behalf of Colony I express deep gratitude for kind message of sympathy."

S.S. "MONTEAGLE" IN DOCK.

H.M.S. *Flora*, which was docked in the No. 1 dock at Kowloon last week for cleaning and general overhaul, was undocked this morning. The cruiser's place was almost immediately taken by the C. P. R. Co.'s s.s. *Monteagle*, of the intermediate service, which had been lying at anchor some days at the far eastern section of the anchorage awaiting the available berth in the Admiralty dock for repairs which are generally believed to be more or less extensive. As far as could be ascertained from the first examination of the condition of the vessel in drydock this morning, it is known that the *Monteagle*, through the effects of the tossing and bumping she experienced on the morning of the 18th inst., escaped with so little damage, comparatively small damages. Her rudder is gone; the huge propeller of the mammoth liner is twisted, besides some blades being carried away. The steroport has suffered damage, and there is a suspicion that, upon closer examination, it will be discovered that the *Monteagle*'s keel has not altogether escaped hurt, though it is hoped that the worst may not be as bad as first reports made it to be.

S.S. "VOLUTE" IN THE TYPHOON.

DECK FITTINGS DAMAGED.

The German steamer *Volute*, which left Singapore for this on the 23rd ultimo, steamed into port this morning in a most disreputable condition, having had a touch of the typhoon. In all she took nine days to do the journey. The *Volute* got into the teeth of the gale on the night of the 28th ultimo and well into the 29th. She was then about 150 miles from Hongkong. According to the captain's report the wind blew with hurricane force, and the sea which ran mountain high was continually washing over the vessel doing serious damage, not to the ship itself, although she was badly pitched about but to her deck fittings. Every moveable thing on deck was either washed overboard or will require renewing. Deck rails were ripped from their positions, skylights smashed and life-boats stove in, and other minor articles "to be replaced" too many to mention. In fact, the ship looked like a wreck when viewed from the waterfront. Soon after the vessel was anchored Captain E. Stott requisitioned for services of the surveyor, who made a minute examination of the boat. The vessel will not go to dock. Repairs to her will be completed in a day or two when she will be able to leave this harbour again looking spick and span once more.

The *Volute* is a vessel of 2,599 tons. She brought with her a cargo of petroleum.

SICAWEE OBSERVATORY NOTES.

Sicawei, 22nd September, 1906.

So many naval officers, shipmasters and other friends have applied to the observatory for information respecting the disastrous typhoon of the 18th, that we feel we must a general desire in publishing at once the following notes, though they must necessarily be very imperfect and will have to be completed, and perhaps corrected, when the observations and documents are at hand, which we hope to receive as usual by the kindness of our navigating friends.

The storm was a typhoon, with a narrow diameter, but regularly shaped; somewhat of the one which took the coast between Amoy and Swatow, during the night of the 9th instant.

The first signs of the new disturbance were once more given by the Japanese observations in the islands E. of Formosa, the importance of which cannot be over-estimated. With these, and the telegrams from Formosa, we were enabled to send the first warning: "Typhoon South of Meisan Sima" to put ships leaving for the South upon their guard. This was cable to the China Coast Semaphores, on Saturday, 15th, at 11.30 a.m.

The direction of the centre could not yet be surmised. The bulletin printed the following day, the 16th, noted that the movement was bringing the centre towards the S. end of Formosa. At the Cape, the N. breeze had freshened to force 6, and a N. gale, force 8, was setting in at the Pescadores. About noon a new signal was sent out telling that the cyclone was nearing the E. shores of the Island, with a slow motion.

All the stations seem to have been too far from the central vortex to determine more accurately its direction, though it was clearly moving towards Formosa and China. In the afternoon we had to forecast rough weather in the Channel, with strong N. winds along the coast, N. of it, up to the Chusan.

The worst of the cyclone was not in the centre of the isobars, which are shown surrounding Formosa, on the Sicawei daily charts, but in the southern-most part, near the Bashee Channel. It may be that the violent vortex was formed not far from Formosa.

Two points seem quite clear: First, that the vortex, while advancing Westward, was deepening more and more; indeed, though it did not pass so far from the S. Cape as from the Pescadores, yet the fall of the glass at Hokoto (Pescadores) was heavier than at the other station (Koshun). The next day, still at Swatow, the minimum was lower, though at still greater distance. The second remark is that the storm, which first travelled to W.N.W. (roughly) seems to have deflected little by little to W. or possibly W.S.W. as it approached the

China coast. The reason may have been the high readings then prevailing in Siberia and Mongolia, which were progressively encroaching over the Yangtze Valley. From the 15th to the 16th, the barometers had risen from 30.24 to 30.35 at Troizkissavsk (S. of Lake Baikal). As a consequence, the pressure went up from the 16th to 17th, from 29.76 to 30.04 at Shanghai, and to 30.00 at Hankow and Tschand. This served to make the gradient steeper and to increase the violence of the vortex.

As far as can be seen, from the curves traced with the tri-daily observations received from Formosa, the centre passed on the 16th, about 9 a.m., off the S. Cape, and about 3 p.m., S. of the Pescadores, where a heavy N.W. gale was felt at 1 p.m. (These measures are of course only approximate). Henceforth, from lack of stations, it is not possible for us, with our actual scanty information, to trace our the movements of the centre, through the spacious stretch of sea, south of the Channel.

The first information at our disposal is from the M. M. steamer *Oceanien* carrying the French Mail to Shanghai. The ship left Hongkong, on the 17th, at 3.30 p.m. When out of the Hongkong passes, Commandant Couret noted, in his very full report, very variable E. breezes, with light (but well-marked) Ely swell. Whether this swell was due to the very unsteady breezes, or was the swell of the typhoon, cannot be determined with any certainty, though the latter alternative seems the more likely. Weather remained fair until 8.30 p.m. when the sky became overcast and lightning was seen near the horizon. At 9.30 p.m. squalls began to be felt, first from E. N.E., then from N.E. as they became steadier and more violent. The seas from E. and S.E. were soon enormous, and the Captain was forced to heave to, steering E. to keep clear of the coast, the ship labouring heavily.

The whole report cannot be quoted here. At midnight, the gale was veering from E.W. to E.; at 1 a.m. on the 18th, violent easterly squalls; at 1.30 a.m. full storm from E.S.E., the centre was passing S. of the vessel. The glass stopped falling about 2 a.m. and rose rapidly at 2.30 a.m. the wind shifting gradually to S.E. The minimum registered, all corrections made, was 29.17. The steamer was then not far from Breaker Point, having steered up to 10 p.m. at the rate of 13.5 knots.

It is worth noticing, that while the *Oceanien* was in the struggle with the storm, S.W. of Swatow, the *Kanchoo*, Captain Z. Meathrel, experienced a heavy N.E. gale far north of the Channel, from 8 p.m. to midnight, and went, at 4 a.m. on the 18th to take a shelter under "Tricot Island" in lat. 27°. Let us remark also that the French mail, as soon as she could make out the land, found herself 13 miles N. of the estimated position; a strong current had set in, owing doubtless to the mass of seawater pushed toward, or driven by the violent cyclone towards the coast of China; this is the phenomenon of the disastrous cyclone waves "so well-known in the Bay of Bengal and elsewhere."

As regards Hongkong the particulars of the catastrophe are too well-known to be reported here. The daily fall of the 17th, had been rather deep, but we do not know exactly the time of the lowest reading during the storm. Taking as an approximation 9.30 a.m., in the middle of the hurricane we find that from the passage S. of the French Mail, the cyclone had travelled with a velocity of about 13.7 miles an hour. The rate was apparently increasing from Formosa. When we compare the curves traced on the tri-daily observations of South Cape and the Pescadores, it appears that nearly 7 hours were taken to pass from the first station to the second; now, from the S. end of Formosa, to the passage, S. of the *Oceanien*, the distance was crossed on the track, in about 34 hours, which makes a mean velocity of 7.5 to 8 miles an hour; there is every reason to believe that it was increased gradually.

S.S. "AKASHI MARU" STRANDED.

PASSENGERS AND CREW RESCUED.

The Osaka Shosen Kaisha's steamer *Akashi Maru*, which plies between the coast ports and Hongkong, ran on a reef near Amoy on the 31st ultimo.

At the time of the accident there were on board about 100 passengers, many of whom were Europeans, and these were rescued by the China Navigation Company's steamer *Yachow*, which arrived in the harbour this morning, her passengers landing before noon. The *Akashi Maru* is commanded by Captain J. A. Merlin.

On applying at the office of the company this afternoon for particulars relating to the disaster, we were courteously informed that the *Akashi Maru* left Amoy shortly after six o'clock on the morning of the 30th ultimo, bound for Swatow and Hongkong. At about 8.25 o'clock, about two hours' steam from Amoy, the vessel ran into the North Merope or Ling-mun-kao reef, where she at present lies.

This reef is about four miles north-eastward of Lamia Island, and about twenty miles south of Amoy. That the ship is damaged there is little doubt, but the extent of her injuries could not be ascertained this afternoon as what damage the steamer sustained was below waterline and the captain had no means at the time of the accident and since then of ascertaining.

The cargo of the vessel was not saved, but the treasure and the mails were transferred to the *Yachow*.

Asked what steps are being taken to save the *Akashi Maru* the manager of the company replied that nothing had been done so far, and that they were only awaiting instructions from the underwriters before anything can be done. It is the consensus of opinion in shipping circles, this afternoon, as far as can be gathered as to the position of the vessel on the reef, that if the weather is satisfactory in that neighbourhood the chances of getting the boat off were good; there is no fear of her breaking up at present. The *Akashi Maru* is a vessel of 1,971 tons gross. She was built in 1887, by Messrs. Goulay Bros. and Company, of Dundee. Her owners are the Osaka Shosen Kaisha. Her dimensions are: length, 249 ft. 9 in.; breadth, 35 ft. 2 in.; and depth, 17 ft.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

INTERPORT CRICKET.

OPENING MATCH POSTPONED.

[From Our Own Correspondent.]

Shanghai, 2nd October, 12.10 p.m.

There has been a drizzling rain all last night and the weather continues much the same to-day. The condition of the cricket pitch is such that the opening match has had to be abandoned, for to-day.

THE INTERPORT MATCH.

The N. C. D. News of 25th ult. says:—

Saturday's wicket was not particularly favourable to cricket and the matches played, though interesting in themselves, could not have helped the Selection Committee very greatly in choosing the team to meet Hongkong next week. No objection is likely to be taken to the ten names chosen on the form shown during a greatly interrupted season. Nine of them were included in the "dotted" cricketers who play were criticised a fortnight ago, and the tenth, Mr. Weippert, was not then back in Shanghai. His appearance behind the wickets on Saturday was very welcome and it was evident that he had not lost his old-time sureness of hand and eye. Accounts from Hongkong indicate that the visitors will have a very serviceable eleven and it is noticeable that all are spoken of as very safe in the field, a department of the game in which players in the Far East are apt to be slack. The eleventh man for Shanghai will probably not be definitely chosen till the end of this week. Although the match comes early in the social season, our visitors will not lack a hospitable reception. On Tuesday night following the first day's play there is to be an open-air gala with fireworks on the cricket ground; for Wednesday a smoking concert at the Lyceum is promised; and on Thursday there will be a dinner at the Shanghai Club. Members of the Cricket Club are invited to subscribe to these entertainments. Lists will be found at the Club house and at the Shanghai Club.

BARON GENERAL KODAMA.

ATTEMPTED ASSASSINATION BY HUNGHTUTZE.

[From Our Own Correspondent.]

Shanghai, 2nd October, 12.10 p.m.

A member of the Hunghtutze raiders fired fifteen shots, with murderous intent, at Baron General Kodama near Supingka.

The General fortunately escaped unhurt.

[N. C. D. News.]

A Distinguished Traveller.

COUNT OTANI TO VISIT CHINA.

Tokio, 26th September. Count Kotu Otani, Lord Abbot of Western Honganji Temple at Kioto, leaves Kobe on Thursday with Countess Otani, who is the elder sister of the Crown Princess, on a prolonged tour.

He will first visit Peking and will then proceed by motor boat from Shanghai up the Yangtze. His intention is to explore the interior of China as far as Szechuan.

Count Otani studied in England and on his homeward journey undertook a long tour of exploration in the region of the Caspian Sea, on the Himalayas and in India. Since then he has visited various places and was lately in Saghalien.

He has been appointed geographical expert to the Foreign Office.

Count Otani does not believe in the reported opening of Kirin on October 18.

HONGKONG WATER POLO.

By kind permission of Colonel C. H. Darling,

C. E. Commanding Troops in South China, the V.R.C. "A" and "B" teams will play off their tie for the Shield Competition in the R. E. Boat Cramber, Wellington Barracks, on Thursday at 5.30 p.m.

RETURN of visitors to the City Hall Library and Museum for the week ending the 30th September, 1906.—Library, Non-Chinese, 288; Chinese, 153; Total, 441. Museum, Non-Chinese, 73; Chinese, 1,884; Total, 1,957.

SHIPPING AND MAILS.

MAILS DUE.

American (Korea) 3rd inst.
Indian (Lahore) 3rd inst.
English (Sima) 4th inst.
English (Sima) 4th inst.
German (Gulistan) 8th inst.
German (Gulistan) 8th inst., 6 p.m.
German (Princess Alice) 9th inst.
Canadian (Tartar) 18th inst.

The N. Y. K. s.s. *Kagoshima Maru* Bombay Line left Bombay for this port via Singapore on 30th ult.

The C. P. R. Co.'s s.s. *Empress of Japan* arrived at Nagasaki at noon on 1st inst. and left again at 7 p.m. same day, for Kobe, where she is due to arrive at 7 p.m. on 2nd inst.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.
PEKING-KALGAN RAILWAY.
FIRST SECTION OPENED.
[From Our Own Correspondent.]

Shanghai, 2nd October, 12.10 p.m.
The first section of the Peking-Kalgan railway was opened yesterday.

The railway between Kungtulin and Shunminotze was also opened yesterday.

THE POLICE STRIKE.

SIKH RESUME DUTY.

[From Our Own Correspondent.]
Shanghai, 2nd October, 12.10 p.m.
The Sikh police, who went on strike on Saturday evening, returned to duty yesterday afternoon.

The United States and Cuba.

London, 30th September.
An American Provisional Government has assumed possession of Cuba, and Mr. Taft, who has formally proclaimed himself Governor, declares that the Government is only undertaken on account of the necessities of the situation, and with the sole purpose of restoring peace and order, and public confidence, until a permanent Government is established.

Later.
The action of Mr. Taft was the result of the failure of the Cuban Congress to elect a successor to President Palma.

President Roosevelt has ordered 6,000 troops to proceed to Cuba immediately.
Mr. Taft has released the Cuban political prisoners. The Cubans are not opposing the action of the United States.

Strike on the Clyde.

Seven thousand ironworkers on the Clyde have struck for a rise of wages.

The Lord Mayor of London.

Alderman Sir William Trevelyan has been elected Lord Mayor of London.

The Recent Storms in the United States.

Every house along the water front at Pensacola, for ten miles, has been wrecked by the hurricane and 30 miles of the railway has been washed out. Eight steamers have been sunk, and 2,000 are homeless in Pensacola, and the forts at the naval station are damaged badly.

Crete.

Mr. Zaimis has been formally invested at Athens as High Commissioner.

Chinese in the Transvaal.

The last batch of Chinese imported coolies has arrived at Durban.

POST OFFICE PROSECUTION.

Tsang Fung, a coolie, with no permanent address, was arraigned before Mr. F. A. Hazledorn, at the Police Court, this afternoon, on three serious charges.

The charges laid against the defendant was made out by the Postmaster General, Mr. L. A. M. Johnson.

It was alleged, on the first charge, that defendant, on the 25th ult., with intent to injure some other person, did open four registered covers that were addressed to one Kwong Man Fung. The second charge was that defendant unlawfully did steal from one of the letters a bank draft (No. 53402) for \$202, and the third charge was, that he unlawfully obtained the four registered covers from the Postmaster-General by using a false chop.

Mr. G. E. Morrell, of Messrs. Dennys and Bowley (Crown Solicitor), appeared for the prosecution, the defendant, who denied the charges, being unrepresented.

Evidence was called which showed that Kwong Man Fung was formerly the manager of a native import and export firm, now bankrupt, and that the defendant was a *fok* in the firm. When the firm became bankrupt the defendant's services were dispensed with. Being acquainted with the workings of the business and knowing that at intervals the firm received drafts from business houses at San Francisco and Seattle, the defendant, as alleged, manufactured a chop closely resembling that of the bankrupt firm and on the day in question called at the Post Office and asked for letters addressed to Kwong Man Fung. Four registered letters were handed him, for which he chopped a receipt. An hour or two later Kwong Man Fung called for the firm's letters and was surprised to hear that they had been handed over to another person. Having his suspicions as to who that person was Kwong Man Fung and a Post Office official located the defendant in a house in the Central district. The letters were found there too. The defendant was removed to the station and on being searched there the draft mentioned above was found in his pocket.

Proceeding.

Proceeding.
The Colorado fox runs faster than any other living animal, and the cheetah, or hunting leopard, holds second place.
When the England XI played twenty-two of Scarborough in 1864, the wind was so strong that balls could not be used.

DOUGLAS STEAMSHIP CO., LTD.

ANNUAL MEETING.

At the twenty-third ordinary general meeting of shareholders in the Douglas Steamship Company which was held in the company's office, at noon, to-day, there were present: Mr. H. P. White (chairman), Hon. Mr. W. J. Gresson, Messrs. A. Babington, A. G. Wood, directors; Messrs. J. A. Jupp, I. S. Perry and S. H. Michael.

The notice convening the meeting having been read,

The Chairman said:—Gentlemen,—The report and accounts having been in your hands for some days, I will, with your permission, take them as read. We, in common with other shipping interests in the East, have suffered from the extreme depression of trade generally and competition on our lines has been rendered keener by the paucity of remunerative employment outside. The heavy increase in the price of coal during the year has proved seriously detrimental to, and extra docking charges, as pointed out in the report, have still further militated against profitable working of the steamers. During the year the *Huamun* has frequently had to shut out cargo—which was diverted to opponents—and had the steamer which was proposed to be built last year, which while carrying considerably more cargo would have cost little more to run, been in her place, we should have been able to run her at a fair profit, considering the abnormal conditions prevailing during the year and have materially lessened opposition. After due consideration the general managers and consulting committee have decided to offer to shareholders a dividend of five per cent., which, it is hoped, will be considered a fair one in a bad year. As regards the present year's working, prospects are certainly more favourable. Earnings to date are fairly good. Coal is considerably reduced in price, and we trust will still go lower; we shall make a considerable saving in insurance of steamers; while keeping them fully insured, and if trade improves and there are no untoward extra docking expenses, we venture to think we may look for a considerable improvement in the net result of the working of the steamers. The recent disaster to the *Colony*, which we all deplore, will doubtless dislocate the working of cargo for some time and we are fortunate in having the use of our wharf, which at the present juncture is of the utmost value. It is with regret that I have to refer to the death of Mr. C. H. Thomson, who was a member of your consulting committee for some years. Before moving the adoption of the report and accounts, I shall be pleased to answer any questions that shareholders may wish to ask.

It was practically impossible at this stage, owing to the noise in the street and the undertone of the speakers, for those at the press table to hear all that was being said. We managed, however, to obtain afterward a gist of the subsequent discussion.

Mr. Perry said he begged to differ with the Chairman when the latter said that the *Huamun* was a small boat and consequently could not pay her way. The remaining two steamers—the *Huanching* and the *Huafan*—were large enough for the trade and even then these vessels did not bring a good return to shareholders considering their outlay.

The Chairman was understood to have replied that owing to the bad condition of trade and the keen competition they could do no better, but he expected better results next year.

Mr. Perry then referred to the question of building a new steamer for the company. This did not fall in with his views at all. The cost of building a new vessel would cost \$200,000, and on this money the shareholders were now getting a return of \$8,000. He could not see how the business could be improved; in fact, it was Mr. Perry's opinion that they would lose money in the venture. Continuing, Mr. Perry understood that the company had made private arrangements with a Chinese firm for taking goods at a certain freight, and he thought that no improvement in freight can improve the position of the company.

The Chairman in reply to the last question said that the arrangement was with respect to Swatow only.

Mr. Perry asked how it was possible to improve the company's position when the investment of \$540,000 on mortgages brought in a return of \$45,742.37, while the three steamers of the company, which were valued at \$635,000 only brought in a return of \$14,099. The only way, continued the speaker, that we can improve our position would be to effect retrenchment.

The Chairman replied that they were making retrenchment in the price of coal and the insurance of steamers.

Mr. Perry's concluding remarks were that unless retrenchment in the general expenses was brought about he did not see how they could improve the shareholders' position.

No more questions being put,

The Chairman proposed the adoption of the reports and accounts.

Mr. L. A. Jupp seconded.

Carried unanimously.

The Chairman proposed the re-election of Hon. Mr. W. J. Gresson, Mr. A. Babington and Mr. A. G. Wood to the consulting committee.

Mr. J. A. Jupp seconded. Carried.

The Chairman proposed, and it was seconded by Mr. I. S. Perry, that Messrs. W. H. Potts and A. R. Lowe be re-elected auditors for the ensuing year.

Carried *nem. con.*

The Chairman—That is all the business before the meeting, gentlemen. Thank you for your attendance. Dividend warrants will be ready this afternoon.

DEATH OF CAPTAIN BARNES-LAWRENCE.

It is with profound regret we have to announce the death of Hon. Captain L. A. W. Barnes-Lawrence, R.N., which melancholy event took place to-day at 1.50 p.m. at his residence "The Chalet," Peak, from the result of a chill caught during the typhoon of the 20th inst., and the supervening complications. Popular with all with whom he was brought in contact he will be much missed by all who knew him, and deep sympathy is expressed on all sides for his bereaved family, to whom he is thus so almost suddenly lost.

The funeral will take place at the Happy Valley to-morrow, at 5 p.m.

Who is in the Far East says, Lawrence, Captain Lionel Aubrey Walter Barnes-Lawrence, Harbour Master, Captain R.N., retired, & May 26, 1855. Served in punitive expedition up the River Gambia, West Africa, in 1876; on the Somali Coast, 1885; with the Naval Brigade during the Kaffir War, 1877-78, and throughout the Egyptian Campaign, 1882; sent by the Admiralty for service under the Chinese Government, 1879; employed as Commander in the Naval Intelligence Department, 1892-6; appointed Captain of the Port at Gibraltar, 1898; transferred to Hongkong as Harbour Master, &c., and member of the Legislative Council, 1900. Decorations: Egyptian and South African War Medals. Club: Hongkong. Address: "The Chalet," The Peak, Hongkong.—F.D., H. K. T.]

SANITARY BOARD.

The usual bi-monthly meeting of the Sanitary Board was held this afternoon. The usual members being present, when the following business was transacted.

THE RETURN OF THE PRESIDENT.
The Board tendered their welcome to Dr. J. M. Atkinson, the Principal Civil Medical Officer, and President of the Board, on his return from leave at home, which Dr. Atkinson acknowledged in a few suitable phrases.

THE LOST DUST-HOATS.

The following minute from the Medical Officer of Health, relative to the loss of all the dust-hoats during the recent storm, was submitted to the Board. The scavenging contractor reports the loss of all his boats. He tells me, it will take six weeks to replace them. I have therefore ordered him to remove the City refuse to the depots at Tai Hang and Kennedy-Town, and have told the inspectors to have it buried there. The loss to the contractor must be very heavy, and in the interest of the public health I beg to suggest that the Government come to the help of the contractor, with a view to quickly obtaining new boats. Otherwise I have fears of the contractor completely throwing up the sponge and leaving us to carry out the contract ourselves.

The President intimated: I will forward a copy of the above minute to the Government for the consideration of His Excellency.

Mr. Shelton Hooper intimated: The matter of compensation is one entirely for the Government and not the Sanitary Board.

Hon. Mr. Hewett intimated: The Sanitary Board might well recommend to the Government that in the public interest all assistance should be given the contractor to replace the boats as promptly as possible. Later the Relief Committee might consider this man's case and see their way to make him amply.

Mr. Lau Chu Pak intimated: I agree with the Medical Officer of Health. Unless assistance is given to the contractor at once, he cannot possibly go on with the work.

CHINESE CEMETERIES.

Mr. Lau Chu Pak suggested that, pending the selection of a site for the new cemetery for Chinese, extensions in Section E should be granted as usual. He thought that it would be stated that in Section E extensions would be granted at \$1 per foot.

Hon. Mr. Hewett intimated: I agree with Mr. Lau Chu Pak.

The following addition bye-law was submitted.

10. The area in the grave-spaces in the various sections shall not exceed the following dimensions:

Sec. A. 1 ft. 6 in. by 1 ft. 6 in. inter-spaces.

B. 2 ft. 6 in. by 2 ft. 6 in. inter-spaces.

C. 3 ft. 6 in. by 3 ft. 6 in. inter-spaces.

D. 4 ft. 6 in. by 4 ft. 6 in. inter-spaces.

E. 5 ft. 6 in. by 5 ft. 6 in. inter-spaces.

F. 6 ft. 6 in. by 6 ft. 6 in. inter-spaces.

G. 7 ft. 6 in. by 7 ft. 6 in. inter-spaces.

H. 8 ft. 6 in. by 8 ft. 6 in. inter-spaces.

I. 9 ft. 6 in. by 9 ft. 6 in. inter-spaces.

J. 10 ft. 6 in. by 10 ft. 6 in. inter-spaces.

K. 11 ft. 6 in. by 11 ft. 6 in. inter-spaces.

L. 12 ft. 6 in. by 12 ft. 6 in. inter-spaces.

M. 13 ft. 6 in. by 13 ft. 6 in. inter-spaces.

N. 14 ft. 6 in. by 14 ft. 6 in. inter-spaces.

O. 15 ft. 6 in. by 15 ft. 6 in. inter-spaces.

P. 16 ft. 6 in. by 16 ft. 6 in. inter-spaces.

Q. 17 ft. 6 in. by 17 ft. 6 in. inter-spaces.

R. 18 ft. 6 in. by 18 ft. 6 in. inter-spaces.

S. 19 ft. 6 in. by 19 ft. 6 in. inter-spaces.

T. 20 ft. 6 in. by 20 ft. 6 in. inter-spaces.

U. 21 ft. 6 in. by 21 ft. 6 in. inter-spaces.

V. 22 ft. 6 in. by 22 ft. 6 in. inter-spaces.

W. 23 ft. 6 in. by 23 ft. 6 in. inter-spaces.

X. 24 ft. 6 in. by 24 ft. 6 in. inter-spaces.

Y. 25 ft. 6 in. by 25 ft. 6 in. inter-spaces.

Z. 26 ft. 6 in. by 26 ft. 6 in. inter-spaces.

he man's conduct. Half way to Ma-tau-wai the coolie told the *lukung* the story of the robbery and admitted taking part in it. In consequence of that the coolie was taken to the Kowloon City Police Station where the man's story corroborated with one made to the police on the day of the robbery. Information given by the prisoner led to the arrest of another man at No. 1, McGregor Street, Wanchai.

According to a story told the Kowloon City police by the victims of the robbers, four men, two of whom resembled the prisoners, broke into No. 16 Chuk Un, a village near Kowloon City, at about 2 o'clock on the morning of the 1st. The inmates—2 men and a woman—were asleep at the time. The noise the robbers made awoke the head of the house, and he was roughly handled by the thugs, who carried lighted torches in one hand and revolvers or knives in the other. After administering the usual threats in case the inmates cried out, the men ransacked the house and left with \$172 in money, 71 pieces of clothing, two gold and one diamond finger rings, and other jewellery. The aggregate value of which was set at \$382 odd. The case was adjourned.

CANTON DAY BY DAY.

[From Our Own Correspondent.]

CUSTOMS HOLIDAY.

Canton, 28th September.
The Commissioner of Customs at Canton yesterday issued a notification stating that the Custom House will be closed on the 15th day of this moon (2nd Oct.) on the occasion of the Chinese Autumn Festival and that no cargo will be allowed to be shipped on that day.

VICEROY SHUM.

It is reported that H. E. Shum's family will in advance leave Canton for Shanghai per steamer *Kwangtong*, of the China Merchants' Navigation Company, and that he has instructed the Company that no other passengers shall be allowed to embark on that steamer.

ESCAPE FROM ROBBERS.

A man, surnamed Lam, belonging to Ko Tonghi village, close to Pan U District, lived with his son in the Northern Gate Street at Canton, and was a dealer in second-hand clothes here. As, recently, the market was dull, a few days ago he returned to his own country. On his way he was held up by a gang of highwaymen. When he was searched and no valuables were found in his possession he was carried away to a hut on the hillside, where he was blindfolded. Fortunately he was left unmolested and the same night he made an escape from his confinement by tearing off the cloth with which he was bound, and smashing the door of the hut. When he came back to Canton, he reported the matter. It is well-known that "Fung Kwun-hau" the scene of the hold-up, is a dense robbers' lair.

29th September.

THE NEW PROVINCIAL JUDGE.

It is reported that Viceroy Shum has telegraphed to Peking to hasten the departure of the new Provincial Judge, Chiu Shan Yung, and that he will leave Peking for Canton this month. Prior to this he will pay a visit to His Excellency Chau Fu, Viceroy designate of the two Kwang.

BOMB-FIRING PROHIBITED.

As the people of Tai Hoki in the western City of Canton are in the habit of firing rockets on the night of the 15th of the 8th moon every year, on the occasion of the Chinese Autumn Festival, the Police Department yesterday issued a notification stating that no rockets will be allowed to be fired on that night and that, if any should contravene this regulation, he will be arrested and punished.

COMMERCIAL.

BANK'S EXCHANGE.

London—Bank T.T. 1/2 1/2
The London market 2 9/16
On 4 months' sight 2 9/16
France—Bank T.T. 2 7/8
America—Bank T.T. 53 1/2
Germany—Bank T.T. 2 2 1/2
India T.T. 64 1/2
Do. Demand 65
Hongkong—Bank T.T. 2 3/4
Singapore T.T. 5 1/2
Panama—Bank T.T. 108
Java—Bank T.T. 33 1/2
Barter.

4 months' sight L/C 2 3 1/16
6 months' sight L/C 2 3 1/16
30 days' sight San Francisco & New York 5 1/2
1 month's sight do. 5 1/2
10 days' sight Sydney and Melbourne 2 3 1/16
4 months' sight France 8 1/2
4 months' sight Germany 2 8 1/2
4 months' sight 3 11 1/16
Bank of England rate 4 1/2
Sovereign 9 00

To-day's Advertisements.

BOSTON TOW BOAT COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "LYRA,"
FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI AND MANILA.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED.

Agents.

Hongkong, 2nd October, 1906. [12]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship.

"GREGORY APCAR."

Captain S. H. Nelson, will be despatched for the above Ports, on SATURDAY, the 6th instant, at 3 P.M.

For Freight or Passage, apply to

DAVID SASSOON & CO., LIMITED,

Agents.

Hongkong, 2nd October, 1906. [954]

To-day's Advertisements.

CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWENTY-FIFTH ORDINARY MEETING OF SHAREHOLDERS will be held at the Offices of the Undersigned at 12 o'clock (Noon), on SATURDAY, the 20th instant.

The TRANSFER BOOKS of the Company will be CLOSED from the 6th to the 20th instant, both days inclusive.

JAKDINE, MATHESON & Co., General Agents,

Canton Insurance Office, Limited, Hongkong, 2nd October, 1906. [970]

PUBLIC AUCTION.

THE Undersigned have received instructions from the P. and O. S. N. Co. to sell by

PUBLIC AUCTION.

FOR ACCOUNT OF THE CONCERNED, on

THURSDAY,

the 4th October, 1906, at 11.30 A.M., on the plot of Reclamation Ground in front of the

P. & O. S. N. Co.'s Office, 56 Bales HEMP.

Lighter all more or less damaged by water. TERMS—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 2nd October, 1906. [968]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION.

FOR ACCOUNT OF THE CONCERNED, on

SATURDAY,

the 6th October, 1906, at 2.30 P.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street,

A LARGE ASSORTMENT OF JAPANESE CURIOS.

Comprising—

OLD SATSUMA VASES, INCENSE BURNERS, WALL PLATES, SILVER AND GOLD CLOISONNE VASES, TEA SETS, CARVED IVORY FIGURES, SILK-EMBROIDERED SCREENS, MAKUDZU VASES, KAGA TEA SETS, WATER COLOURS, PICTURES, &c., &c., &c.

Catalogues will be issued. TERMS—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 2nd October, 1906. [969]

AMERICAN ASIATIC STEAMSHIP CO.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship.

"ELLEN RICKMERS."

Captain Mierschala, having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th instant will be subject to rent.

All broken, chafed and damaged goods are to be left in the Godowns where they will be examined on the 8th instant at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN, TOMES & Co., General Agents.

Hongkong, 2nd October, 1906. [971]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENVENUE."

FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 9th instant, will be subject to rent.

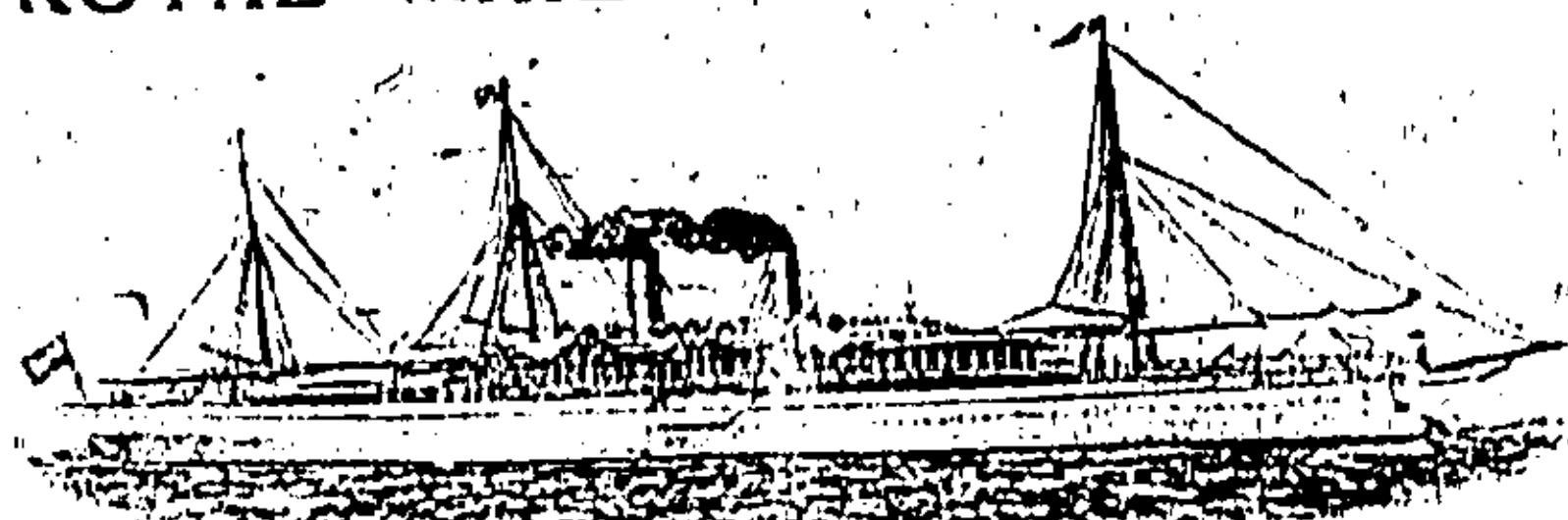
All Claims against the Steamer must be presented to the Undersigned on or before the 10th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th instant, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days Ocean Travel.

11 Days YOKOHAMA TO VANCOUVER. 18 Days HONGKONG TO VANCOUVER.

(Subject to Alteration.)

PROPOSED SAILINGS.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"MONTEAGLE".....	6,163	THURSDAY, October 25	November 12
"EMPEROR OF CHINA".....	6,000	WEDNESDAY, October 31	November 24
"TARTAR".....	4,425	THURSDAY, November 22	December 10
"EMPEROR OF INDIA".....	6,000	WEDNESDAY, November 28	December 22
"ATHENIAN".....	3,882	THURSDAY, December 20	January 7
"EMPEROR OF JAPAN".....	6,000	THURSDAY, December 20	January 7

"EMPEROR" steamers will depart from Hongkong at 4 P.M.

Intermediate steamers at 12 Noon.

Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through to INLA SEA OF JAPAN), KOKU, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and Quebec with the Company's New Pacific "EMPEROR" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days, from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence £60. Via New York £62. Steamers and 1st Class on Railways £40. £42. R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class. Passengers Booked through to all points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to W. CRADDOCK, Acting General Agent, Corner Pedder Street and Praya.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
MANILA.....	YUNKANG	WEDNESDAY, 3rd October, 4 P.M.
SHANGHAI VIA SWATOW.....	HANGSANG	WEDNESDAY, 3rd October, 4 P.M.
TIENSIN VIA SWATOW & CHEFOO.....	CHEONGSHING	FRIDAY, 5th October, 4 P.M.
SINGAPORE, PENANG & CALCUTTA.....	SUNANG	FRIDAY, 5th October, 4 P.M.
MANILA.....	LOONGSANG	FRIDAY, 5th October, 4 P.M.

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 2nd October, 1906.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
MANILA.....	TAMING	3rd October.
NINGPO.....	SUNGKANG	4th "
TAKOW and TAIWANFOO.....	CHANGCHOW	4th "
TSINGTAO, CHEFOO and NEWCHWANG.....	KASHING	4th "
SHANGHAI.....	YOCOW	5th "
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK-TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE.....	CHANGSHA	5th "
TIENSIN.....	KWEICHOW	12th "
CHEFOO and NEWCHWANG.....	KWEIYANG	12th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 2nd October, 1906.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

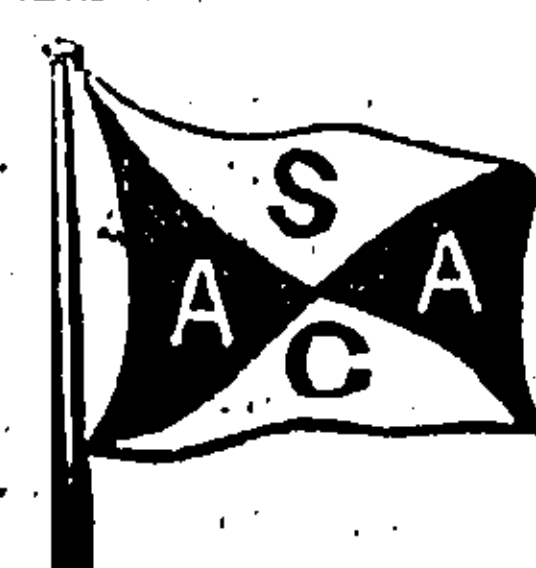
CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates
ROBI.....	2540	R. Almond	MANILA (DIRECT)	SATURDAY, 6th October, at Noon.
ZAFIRO.....	2540	R. Rodger	"	"

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 29th September, 1906.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast.)

Steamship "SOUTH AMERICA"..... About 16th October.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 24th September, 1906.

Shipping—Steamers.

HAMBURG-AMERIKA
EAST ASIATIC SERVICE.

HOME-LINE.

OUTWARD.

STEAMERS	DESTINATIONS	TO SAIL
BRISGAVIA.....	SHANGHAI, YOKOHAMA AND KOBE.....	4th October.
SEGOVIA.....	YOKOHAMA AND KOBE.....	Beginning of October.
SITHONIA.....	SHANGHAI, KOBE AND YOKOHAMA.....	14th October.
C. FERD. LAEISZ.....	SHANGHAI, YOKOHAMA AND KOBE.....	28th October.
ANDALUSIA.....	SHANGHAI, KOBE AND YOKOHAMA.....	13th November.
AMBRIA.....	SHANGHAI, YOKOHAMA AND KOBE.....	22nd November.

HOMeward.

STEAMERS	DESTINATIONS	TO SAIL
SUEVIA.....	HAVRE, BREMEN and HAMBURG, Via SINGAPORE, PENANG and COLOMBO.....	10th October.
SENEGAMBIA.....	HAVRE, ANTWERP and HAMBURG, Via SINGAPORE, PENANG and COLOMBO.....	16th October.
HABSBURG.....	NAPLES, HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO.....	2nd November.
BRISGAVIA.....	HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO.....	16th November.
SITHONIA.....	HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO.....	30th November.
RHENANIA.....	NAPLES, HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO.....	14th December.
ANDALUSIA.....	HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO.....	28th December.
HOHENSTAUFEN.....	NAPLES, HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO.....	11th January.
ALESIA.....	HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO.....	25th January.

* Special attention of intending Passengers is drawn to the splendid accommodation of these steamers. Saloon and Cabin amidships. Lighted throughout by Electricity. Duly qualified Doctor and Stewardess on board. Laundry on board.

COAST SERVICE.

STEAMERS	DESTINATIONS	TO SAIL
DAPHNE.....	NAGASAKI and WADIVOSTOCK.....	Beginning of October.
KOWLOON.....	SHANGHAI and CHINKIANG.....	4th October.
LYDIA.....	SHANGHAI and CHINKIANG.....	To follow.

Taking Cargo at through rates to Tsingtao and Chemulpo.

For Freight and Passage, apply to

HAMBURG-AMERIKA LINE,
HONGKONG OFFICE.

For steamers of the Coast Service marked 1, to
Hongkong, 2nd October, 1906.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR MOJI, YOKOHAMA AND KOBE.

THE Steamship

"EMPIRE,"
Capt. Helms, will be despatched as above, TO-MORROW, the 3rd instant, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of fresh provisions, ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 2nd October, 1906.

THE ORIENTAL PACIFIC LINE.

FOR MOJI, KOBE AND SAN FRANCISCO.

THE Steamship

"TUSCARORA"

will be despatched for the above Ports, on or about the 10th of October, 1906.

For Freight and further particulars, apply to

SHEWAN, TOMES & Co.,
Agents.

Hongkong, 26th September, 1906.

TOYO KISEN KAISHA.

SOUTH-AMERICAN LINE.

Regular Steamship Service between

HONGKONG, SALINA CRUZ, CALLAO

and IQUIQUE, via JAPAN PORTS.

Will be sent to VALPARAISO if sufficient inducement.

THE Steamship

"KASADO MARU," 6,000 tons.

Taking Freight and Passengers to other Western Coast Ports of South America.

The above Steamer has splendid Accommodation and is fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For further information, apply to

K. MATSUDA,
Manager.

Yok Building.

Hongkong, 11th September, 1906.

JUST UNPACKED.

A CONSIGNMENT OF THE WELL-KNOWN

PLASMON BISCUITS.

THEY contain 20% of Plasmon and are more easily digested and afford greater nourishment and sustenance than any other.

Plasmon raises the actual flesh forming value of food to a high and trustworthy degree. An essential food for those who abstain from meat.

They are made in three varieties:—

Sweet, Plain, (Unsweetened) Wholemeal.

H. RUTTONJEE,

Hongkong and Kowloon.

Hongkong, 12th June, 1906.

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,
HONGKONG.

CABLE ADDRESS.—Telegraph, Hongkong.

THE leading English Newspaper in China. Also widely circulated in Japan, Ceylon, China, Ceylon, India and the Far East generally.

A daily newspaper with weekly edition published for despatch by the homeward mail. The daily is recommended as more generally suitable, except for subscribers in Europe or America.

A special feature is made of full and accurate reports of local occurrences, and of matters of general interest.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best medium for advertising in China. It circulates largely among all classes of the community, is the largest daily newspaper and has a wider circulation than any journal in the Far East.

Special attention given to effectively displaying advertisements.

The type used as a standard for setting advertisements is similar to this, unless we are instructed to display the advertisement, when any effective style of type will be adopted. This standard runs exactly eight lines to the inch, and about eight words to the line.

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages. Each insertion in the Daily and Weekly.

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements can be ascertained from the Manager. Advertisements for the Daily should reach the Hongkong Telegraph Office not later than noon of the day they are intended to appear.

Unless otherwise specified all advertisements will be repeated and charged for until countermanded.

JOBING DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES.

PAMPHLETS.

CARDS.

CIRCULARS.

EXPRESSES.

All job printing is done under European supervision, well turned out, free from errors, and remarkably cheap at

THE HONGKONG TELEGRAPH

OFFICE.

THE MANAGER,

HONGKONG TELEGRAPH CO., LD.
1, Ice House Road,
Hongkong.

LUNACY AND MARRIAGE.

SHOULD MENTAL DEGENERATES BE ALLOWED TO MARRY?

"We take preventive measures against zymotic disease, which may cause a man temporary sickness, but this disease, which robs a man of his reason and makes him little better than the brute beast, we treat with careless indifference."

So said Mr. Harold Jackson, when speaking at a meeting of the Lancaster Asylums Board last month in favour of the prevention of the marriage of persons suffering from mental diseases, and the consequent transmission of these diseases to their offspring.

"If our country is to maintain its position in the future we must stop this cancerous growth," continued Mr. Jackson, who moved, in view of the alarming increase of the insane population, that steps should immediately be taken to inquire into the best means of stopping by legislation the hereditary transmission of insanity.

He contrasted the treatment of lunatics today with that of sixty years ago. The insane at the latter time generally received harsh treatment, and were neglected and badly nourished, with the result that they died early. Today every possible care was exercised, and some of those treated became sane, and were discharged from asylums, only to multiply the tainted population.

The more people the asylum cured the more insane people were propagated. As time went on, the country would have to build additional asylums for the children of parents being discharged to-day. According to the last census there were over 60,000 idiots in the United Kingdom. Of these 19,000 were married or widowed. Altogether, with lunatics there were 65,000 married or widowed.

It was a fact that from 50 to 70 per cent. of the lunacy could be traced to heredity. The resolution was unanimously agreed to and a strong committee was appointed to make the necessary investigation.

IS ALCOHOL WORTHLESS?

BRITISH STAMINA DUE TO BEER.

WHY TREETOTAL NATIONS GO TO THE WALL.

Much comment has been excited in medical circles by Sir Victor Horsley's indictment of alcohol as a drug. Addressing the Dominion Temperance Association at Toronto, Sir Victor said: "The profession at home has the same hostile attitude on the whole towards alcohol as you have. I mean alcohol not only as a beverage but as a drug. The profession has found out what the real value of alcohol is as a drug, and that is, in my opinion at any rate, practically nil."

That Dr. Josiah Oldfield, the eminent specialist, should be so agreed with Sir Victor Horsley's dictum may be gathered from the following statement:

"I attribute very much of the stamina which the British race possesses to the phosphates and salines contained in 'barley-tea,' commonly called beer."

"Whether considered as an article of food or as a remedial agent, I cannot," said Dr. Oldfield to a "Daily Mail" representative, "join in a wholesale condemnation of alcohol."

WHOLESALE BEER.
"We English owe much to our cereals. The early Britons strengthened themselves on 'frumenty,' a kind of gruel or porridge made of wheat; the Scottish have grown great on oatmeal porridge and bannocks; and the elements in these cereals present in malt liquor have contributed to the vitality of the British race. That is not to endorse indiscriminate and gluttonous drinking, but the wise use of the fruits of the earth. Indeed, I know of no body of men so sadly in need of education upon a subject on which they dogmatise as the temperance advocates."

"I divide alcoholic drink into three classes: Beer, which I prefer to call 'malt tea'; wine or fruit juices; and spirits—brandy, rum, whisky, gin, etc. I understand Sir Victor Horsley classes these together, and denounces their use as worthless and injurious. Such condemnation is absurd. The habitual use of alcohol as a beverage is to be condemned. It should not be used at all by the young and middle-aged and aged people should use it with intelligence."

FATE OF TREETOTAL IMPERIALISM.
"There is no Imperialism without its concomitant Puritanism." From this text Dr. Emil Reich argues that teetotal nations go to the wall while moderate drinking ones survive.

"Look at the emphatic refutation of Sir Victor Horsley's opinion given by history," said Dr. Reich. "All the great nations of antiquity and of modern times—the Greeks, Romans, French, English—have been moderate drinkers; that is, as nations. The Greeks, save the Spartans, who abstained, all drank in moderation. On the other hand, look at the record of two great nations which were practically teetotal, the Mahomedans and the Spaniards of Europe. It is a fact that the Mahomedans are lower in the scale of civilisation; and the Spaniards to-day are not among the first nations of Europe."

"The Greeks made fun of teetotalism as a kind of puritanical desire to browbeat Nature, which, indeed, it really is. Puritanism always condemned the pleasures of man; now Puritanism is fanatical on teetotalism. The Spartans were the Imperialists of ancient Greece; the Carthaginians were Imperialists, too, and also, like the Spartans, teetotalists. Those peoples went down, the one before the moderate-drinking Thébans, the others before the moderate-drinking Romans. The Greeks had their class called Stoics, who wanted to thwart and penalise every natural feeling and aspiration and appetite; our Stoics are the teetotalists."

"The teetotal nations have been failures, have been utterly smashed and spoiled by the moderate drinkers. This is the phenomenon which history presents to the student; it can not be ignored."

Mails.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR STRAITS, CEYLON, AUSTRALIA,
INDIA, ADEN, EGYPT, MEDITER-
RANEAN PORTS, PLYMOUTH
AND LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN and SOUTH AFRICAN PORTS.)

THE Steamship

"OCEANA"

Captain W. Hayward, R.N.R., carrying H.
Majesty's Mails, will be despatched from this for
Marseilles and London on SATURDAY, the
6th October, at Noon, taking Passengers and
Cargo for the above ports.

Silk and Valuable, all Cargo for France,
and Tea and General Cargo for London will
be conveyed direct to Marseilles and London.
Parcels will be received at this Office until
5 P.M. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 28th September, 1906.

MESSAGERIES
MARITIMES
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON

SINGAPORE, BATAVIA,

COLOMBO, AUSTRALIA,

ADEN, EGYPT, MARSEIL-

LES, LONDON, HAVRE,

BORDEAUX, MEDITERRANEAN AND BLACK
SEA PORTS.

The S.S. "OCEANEN,"

Captain Courret, will be despatched for MAR-
SEILLES on TUESDAY, the 16th October,
at 1 P.M.

Passage tickets and through Bills of Lading
issued for above ports, and for Australia with
prompt transhipment at Colombo.

Cargo also booked for principal places in
Europe.

Next sailings will be as follows:-

S.S. TOURANE 30th October.

S.S. TONKIN 13th November.

S.S. ARMAND BEHIC 27th November.

S.S. ERNEST SIMONS 11th December.

G. DE CHAMPEAUX,
Agent.

Hongkong, 2nd October, 1906.

Intimations.

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS,

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

	Per Case.
BRANDY	\$22.50
	20.00
WHISKY, FINE MALT	16.75
	20.00
JOHN WALKER & SONS' OLD HIGHLAND	12.50
C. P. & CO'S SPECIAL BLEND	10.50
PORT WINE, INVALIDS	20.00
DOURO	13.75
SHERRY, AMOROSO	20.00
LA TORRE	16.00
BENEDICTINE, D.O.M.	40.50

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,

HONGKONG AGENTS.

Hongkong, 15th November, 1906.

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE,

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FOR

REQUISITES.

EASTMAN'S

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AND

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AMATEUR WORK RECEIVES PROMPT AND CAREFUL ATTENTION.
Hongkong, 16th May, 1907.

SHARE QUOTATIONS.

Supplied by Messrs. B. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000 \$10,350,000 \$12,735 \$150,000	\$1,712,472	\$1.15/- @ Ex. 2/11 = \$16.47 for first half, year 1906	5 1/2 %	\$800 sellers London, 203
National Bank of China, Limited	99,925	£7	£6	\$1,000,000 \$147,895	\$74,099	\$2 (London 3/6) for 1905	4 %	\$47
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,600,000 \$147,895	\$211,540	\$20 for 1904	6 1/2 %	\$320
North China Insurance Company, Limited	10,000	£15	£5	\$1,000,000 \$100,000 \$150,000	Tls. 302,053	Interim div. of 7/10 @ ex 2/10 15/16. Tls. 2.62 on account 1905	6 %	Tls. 87 1/2 sellers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$2,000,000 \$40,000 \$131,131 \$1,155,844 \$56,279 \$800,000 \$1,278 \$15,527 \$1,000,000 \$120,478 \$2,616	\$2,792,271	Interim div. of 1/10 for 1905	4 1/2 %	\$775 sellers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$1,000,000 \$100,000 \$120,478 \$2,616	\$508,334	\$12 and 5/8 special dividend for 1904	8 1/2 %	\$175 sellers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000 \$100,000 \$120,478 \$2,616	\$344,058	\$6 for 1904	6 1/2 %	\$93
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,000,000 \$100,000 \$120,478 \$2,616	\$422,618	\$25 for 1904	7 1/2 %	\$327 1/2 sellers
SHIPPING.								
China and Manila Steamship Company, Limited	10,000	\$25	\$25	\$6,000 \$26,638 \$88,941 \$250,000	\$6,363	\$1 1/2 for 1905	6 1/2 %	\$23
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$6,000 \$26,638 \$88,941 \$250,000	NIL	\$3 1/2 for year ended 30.6.05	7 1/2 %	\$46
Hongkong, Canton & Macao Steamboat Co., Ltd.	70,000	\$15	\$15	\$6,000 \$26,638 \$88,941 \$250,000	\$5,464	\$1 for 1st half-year 1906	8 %	\$25 buyers
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	\$6,000 \$26,638 \$88,941 \$250,000	£2,412	10/- @ ex. 2/1 9/16 = \$4.69	6 1/2 %	\$74
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	\$6,000 \$26,638 \$88,941 \$250,000	Tls. 23,156	Interim div. of Tls. 1 1/2 @ ex 2/10 15/16	9 %	Tls. 55 sellers
Do. (Preference)	100,000	£1	£1	\$6,000 \$26,638 \$88,941 \$250,000	£107,815	Interim div. of Tls. 1 1/2 @ ex 2/10 15/16	9 %	Tls. 50 buyers
Shell Transport and Trading Company, Limited	100,000	\$10	\$10	\$6,000 \$26,638 \$88,941 \$250,000	\$218	\$1.50 for year ending 30.4.1906	5 1/2 %	\$20
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$6,000 \$26,638 \$88,941 \$250,000	Tls. 98,000	Interim div. of Tls. 2 account 1906	9 %	Tls. 45 buyers
Taku Tug and Lighter Company, Limited	20,000	Tls. 50	Tls. 50	\$6,000 \$26,638 \$88,941 \$250,000	Tls. 305,470	Interim div. of Tls. 2 account 1906	9 %	Tls. 45 buyers
MINING.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$80,000 \$26,638 \$88,941 \$250,000	\$40,914	Final of \$15 making \$25 for 1905	15 1/2 %	\$157
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	\$80,000 \$26,638 \$88,941 \$250,000	\$132,588	\$1 for 1907	...	\$22 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	\$80,000 \$26,638 \$88,941 \$250,000	Tls. 3,723	Tls. 2 1/2 for year ending 30.6.04	...	Tls. 85 sales
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$80,000 \$26,638 \$88,941 \$250,000	\$8,915	\$2 for 1905	9 %	\$22
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	\$80,000 \$26,638 \$88,941 \$250,000	\$20,040	\$2 1/2 for a/c 1906	6 1/2 %	\$95
Hongkong and Whampoa Dock Company, Ltd.	10,000	\$50	\$50	\$80,000 \$26,638 \$88,941 \$250,000	\$392,087	\$6 for first half-year ending 30.6.06	8 %	\$152
New Amoy Dock Company, Limited	10,000	\$64	\$64	\$80,000 \$26,638 \$88,941 \$250,000	\$2,221	\$1 for 1905	5 1/2 %	\$17 1/2
Shanghai Dock and Engineering Co., Ltd.	75,700	Tls. 100	Tls. 100	\$80,000 \$26,638 \$88,941 \$250,000	Tls. 3,997	Final of Tls. 4 making Tls. 8 for 1905/6	7 1/2 %	Tls. 106
Shanghai and Hongkong Wharf Company, Limited	32,000	Tls. 100	Tls. 100	\$80,000 \$26,638 \$88,941 \$250,000	Tls. 57,082	Interim div. of Tls. 8 on account 1906	5 1/2 %	Tls. 240
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	\$80,000 \$26,638 \$88,941 \$250,000	Tls. 5,668	Tls. 18 for 1905	8 %	Tls. 225 buyers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	\$80,000 \$26,638 \$88,941 \$250,000	none	First year	10 1/2 %	Tls. 102
Hotel House Hotel Company, Limited (Shanghai)	20,000	\$25	\$25	\$80,000 \$26,638 \$88,941 \$250,000	\$29,511	\$3 for year ended 30.6.1906	10 1/2 %	\$20 sellers
Central Stores, Limited	6,000	\$15	\$15	\$80,000 \$26,638 \$88,941 \$250,000	none	\$2.40 on \$12 for 1905	7 1/2 %	\$18 buyers
Do. (new issue)	24,000	\$15	\$15	\$80,000 \$26,638 \$88,941 \$250,000	none	\$2.40 on \$12 for 1905	7 1/2 %	\$18 buyers
Do. (Founders')	173	\$15	\$15	\$80,000 \$26,638 \$88,941 \$250,000	\$64,971	None	...	\$115
Hongkong Hotel Company, Limited	22,000	\$50	\$50	\$80,000 \$26,638 \$88,941 \$250,000	\$19,075	\$5 for first half-year for 1906	8 1/2 %	\$115
Hongkong Land Investment and Agency Co., Ltd.	10,000	\$100	\$100	\$80,000 \$26,638 \$88,941 \$250,000	\$167,839	Interim div. of \$3 1/2 account 1906	6 1/2 %	\$119 sellers
Hotel des Colonies Company, Limited	9,000	Tls. 25	Tls. 25	\$80,000 \$26,638 \$88,941 \$250,000	Tls. 1,935	Final of 6 1/2 % = 10 1/2 % for 1905	10 1/2 %	Tls. 15 buyers
Hotel Metropole Company, Limited	2,000	\$100	\$100	\$80,000 \$26,638 \$88,941 \$250,000	\$4,099	Final of \$6 making \$10	10 1/2 %	\$100
Humphreys Estate & Finance Company, Limited	100,000	\$10	\$10	\$80,000 \$26,638 \$88,941 \$250,000	\$5,070	80 cents for 1905	7 %	\$114
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	\$80,000 \$26,638 \$88,941 \$250,000	none	\$2 1/2 for 1905	6 1/2 %	\$39
Shanghai Land Investment Company, Limited	22,000	Tls. 50	Tls. 50	\$80,000 \$26,638 \$88,941 \$250,000	Tls. 869,493	Tls. 3 for half-year 1906	5 1/2 %	Tls. 105 sales
West Point Building Company, Limited	12,500	\$50	\$50	\$80,000 \$26,638 \$88,941 \$250,000	none	Interim div. of \$2 account 1906	8 %	\$50
COTTON MILLS.								
Lwo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	\$80,000 \$26,638 \$88,941 \$250,000	Tls. 45,939	Tls. 8 for year ended 31.12.1905	10 1/2 %	Tls. 75 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$80,000 \$26,638 \$88,941 \$250,000	\$21,670	\$1 1/4 for the year ending 31.7.06	9 1/2 %	\$73 1/2
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	\$80,000 \$26,638 \$88,941 \$250,000	Tls. 18,718	3 1/2 a/c 1898	9 1/2 %	Tls. 83 sales
Laon-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	\$80,000 \$26,638 \$88,941 \$250,000	none	Tls. 8 for 1905	9 1/2 %	Tls. 37 1/2 sales
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	\$80,000 \$26,638 \$88,941 \$250,000	Tls. 18,456	Tls. 25 for 1905	7 1/2 %	...
MISCELLANEOUS.								
Anglo-German Brewery Company, Limited	4,000	\$100	\$100	\$80,000 \$26,638 \$88,941 \$250,000	none	\$7 for 1905	7 1/2 %	\$90 sales
Bell's Asbestos Eastern Agency Limited	8,604	12/6	12/6	\$80,000 \$26,638 \$88,941 \$250,000	\$814	\$1 1/2 per share for 1905	8 1/2 %	\$7
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$80,000 \$26,638 \$88,941 \$250,000	\$1,092	\$3 for 1905	9 1/2 %	\$32
China-Borneo Company, Limited	60,000	\$12	\$12	\$80,000 \$26,638 \$88,941 \$250,000	none	\$1 for 1904	...	\$10
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	\$80,000 \$26,638 \$88,941 \$250,000	Tls. 889	Final of Tls. 5 making Tls. 10 for 1905	14 1/2 %	Tls. 70
China Light and Power Company, Limited	40,000	\$10	\$10	\$80,000 \$26,638 \$88,941 \$250,000	none	60 cents for year ended 28.2.06	6 1/2 %	\$10
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$80,000 \$26,638 \$88,941 \$250,000	\$1,581	80 cents for 1905	8 1/2 %	\$20.50
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	\$80,000 \$26,638 \$88,941 \$250,000	\$2,864	\$1.20 for year ending 31.7.1905	7 %	\$17
Green Island Cement Company, Limited	200,000	\$10	\$10	\$80,000 \$26,638 \$88,941 \$250,000	\$52,391	Int. div. of 75 cents for 1-year ended 30.6.06	9 1/2 %	\$21 sellers
Hall & Holt, Limited	21,000	\$20	\$20	\$80,000 \$26,638 \$88,941 \$250,000	\$20,895	\$2 1/2 for year ending 28.2.06	10 1/2 %	\$23 1/2 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$10	\$80,000 \$26,638 \$88,941 \$250,000	none	\$2.00 for 10 months ending 28.2.06	8 %	\$148 buyers
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	\$80,000 \$26,638 \$88,941 \$250,000	\$2,796	Int. div. of \$2 for 10 months ending 18.10.05	10 1/2 %	\$125
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$80,000 \$26,638 \$88,941 \$250,000	\$3,776	Int. div. of \$4 for 1-year ended 30.6.06	8 %	\$236
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	\$80,000 \$26,638 \$88,941 \$250,000	\$5,813	\$9 for 1905 on 5 shares	6 1/2 %	\$28
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	\$80,000 \$26,638 \$88,941 \$250,000	\$2,500	Final of 50 cents making \$1 for the year	12 1/2 %	\$7 1/2 buyers
Maatschappij tot Mijn. Bosch en Landbouwen exploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	\$80,000 \$26,638 \$88,941 \$250,000	Tls. 547,500	Third interim div. of Tls. 7 1/2 making Tls. 22 1/2 so far a/c yr. ended 31.10.06	9 1/2 %	Tls. 240 sales